



## INTIMATION.

A. S. WATSON &amp; CO., LIMITED

Established A.D. 1841.

## WINES AND SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

## PRICE LISTS, with Full Details, to be had on Application.

PORt after removal should be rested a month before use. When required for drinking at sea it should be ordered to be decocted at the Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Claretts including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currents, as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality and of greater value than most brands in the market. The Scotch Whisky marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our Wines and Spirits to be genuine when bought direct, from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & CO., LIMITED.  
THE HONGKONG DISPENSARY.

Hongkong, 10th January, 1895.

## NOTICE TO CORRESPONDENTS

Only communications relating to the news column should be addressed to "The Editor."

Correspondents requested to forward their name and address with communications addressed to the "Editor" not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No correspondence containing remarks that have appeared in other papers first will be inserted.

Orders for extra copies of the Daily Press should be sent before 11 a.m. on the day of publication, at which hour the supply is limited. Only copy will be sent.

Telegraphic Address: Press. P. O. Box 30. Telephone No. 12.

## The Daily Press.

HONGKONG, MAY 5TH, 1895.

The political horizon in Eastern Asia is again a little clearer. The cloud that seemed to be rising so portentously between Russia and Japan is dissolving without the storm it foreboded, and the prospects of peace in this part of the world appear more secure from disturbance. While it was evident that there was some danger of a collision between the Colossus of the North and the newly-born Sun of the Far East, we always entertained the hope and belief that matters would be arranged before the parties drifted into war. Neither Power wanted to fight. The Japanese have already expended much blood and treasure in the contest, with China, and have won great honour and credit as a result of the campaign, which might be lost in a struggle with their great northern neighbour. Russia had no wish to engage in a conflict in a region so far from her base, in seas where she has but one port at which to coal, and to engage a foe whose measure she has not taken, and who, to say the least, would give her great trouble. Moreover, Russia, on this occasion, brings forward no special demand; she merely objects to a new military Power acquiring a foothold in Manchuria, territory too nearly adjoining her new Trans-Siberian railway to be comfortably handed to a new and strong holder. It is true that at first the Japanese Government adopted a rigid and unyielding attitude, as they were well entitled to, but later the counsels of prudence prevailed, and it is reported they have consented to relinquish the Liaotung peninsula in consideration of some other concession, believed to be an augmentation of the indemnity. But whatever this condition may be, it is satisfactory to find the threatened war cloud has blown over, and that the two nations are not about to commence a contest the end whereof could not easily be predicted. It has been freely stated that the Russian Government, true to its traditions, only desired to make use of the present crisis in order to secure a fresh rectification of their frontier; that, in short, they wished to repeat the diplomatic feat of 1860, when without striking a blow they managed to add a considerable province to the Czar's dominions in Asia. It was believed, also, that they objected to any other Power obtaining any footing in Korea, lest the peninsular kingdom should be prevented from falling, when sufficiently ripe, into the eager maw of the Muscovite Bear. It was generally thought that, sooner or later, even that time arrived, the King of Korea would be asked to cede a port in southern waters to Russia, to enable that Power to maintain her rearward communications through the winter months. Did Russia cherish such a design, and if so, has she relinquished it because Japan has become tutor to Chosen?

It may well be doubted whether Russia has abandoned any of her projects for the strengthening of her position on the Pacific. If she has nourished them during the period she believed in China's strength, and under that conviction gave up a large part of

Kuldja rather than incur the enmity of the mandarins, she is not likely, now the hopeless weakness of China has been demonstrated, to pursue a similar policy of concession to her in the future. In fact, it is only too evident that the Chino-Japanese War has acted as an eye opener to every civilized State in the world. China has been weighed in the balances and found miserably wanting. The corruption known to be rampant throughout her administration has been proved to be hopelessly incurable. China is a vast jelly-fish, devoid of moral backbone or fibre, saturated with one universal insatiable longing to squeeze, a longing it is useless to try to appease. Any attempt at reform or improvement in China must come from without, must be urged with unrelaxing energy, and still may fail to make any visible impression.

The German Minister at Bangkok has issued a notification that in future no servant of the Opium and Spirit Farmers will be allowed to board German vessels for searching purposes. Thus far only Customs House officials will be recognized as authorized to undertake this work.

A correspondent writing from Shanghai adds date of 3rd May says it is rumoured that the French will be recalled, and Pinches or Newchwang be called in to assist the Chinese in the border—name not given—in order to keep the tea trade, the staple of Manchuria, as much in Chinese hands as possible. This would be rather a blow to the new Japanese Consulate at Newchwang, and Sir Robert Hart would score one.

Hukow advises report the sudden rising of the Hsiang river, raising the Yangtze to about twelve feet above the normal level. The rash of the freshet is said to have been very violent, causing a number of fatal accidents to people ferrying across from Wuhan to the front of the city. Heat with boat, according to the Hukow, has caused the drowning of one of the students being examined. Another heat loaded with cargo and a number of passengers was also capsized by the current resulting in the entire loss of the cargo and thirteen lives. In two days there were six boat accidents with a total loss of twenty-nine lives and cargo valued at Tls. 21,000.—N. G. Daily News.

A peculiar case was heard by Mr. H. E. Wodehouse at the Police Court yesterday. Tung U was charged with unlawfully forging \$500 worth of the Chekiang Bank notes of \$50 and \$100 and China, and was quizzed to see if he had been forged. The court found a shopkeeper, wanted small change, and asked defendant a money changer, to get \$100 worth for him, and gave him two \$50 and three \$100 notes. Defendant went away and afterwards came back and said that two of the \$50 notes were bad, but the complainant was certain that they were not. He gave the two \$50 notes to defendant, whom he had seen at the bank. Defendant refused and offered a dictum. Two heats were forged. The Magistrate decided that the evidence was insufficient and dismissed the case.

Tientsin advises state that General Tsiang, ex-Commander of Ningpo Garrison, who represented that part without any more serious driving with the Japanese than the firing of a few rounds of cannon shot from the forts and blowing up a mine or two and who brought his 1,500 men southeast to Tientsin lately, has committed suicide by swallowing gold leaf. It will be remembered that he had been offered a money changer, to get \$100 worth for him, and gave him two \$50 and three \$100 notes. Defendant went away and afterwards came back and said that two of the \$50 notes were bad, but the complainant was certain that they were not. He gave the two \$50 notes to defendant, whom he had seen at the bank. Defendant refused and offered a dictum. Two heats were forged. The Magistrate decided that the evidence was insufficient and dismissed the case.

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## NOTICES TO CONSIGNEES

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THE P. &amp; O. S. N. Co.'s Steamship

"SHANGHAI"

FROM ANTWERP, LONDON,  
AND STRAITS.

Consignees of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo—

From Madras, ex. as *Camorta*.

Optional goods will be landed here unless instructions are given to the contrary before 4 P.M. To-DAY (TUESDAY).

Goods not cleared by the 8th inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and notice of same given to the Undersigned, when a representative of this Office will attend to examine them at 10 A.M. on the 4th inst. and at 10 A.M. on the 11th inst. after which no claim will be recognized.

ALF. WOOLLEY,

Acting Superintendent

Hongkong, 1st May, 1895. 12

## NOTICES TO CONSIGNEES

## STEAMSHIP "MELBOURNE"

COMPAGNIE DES MESSAGERIES  
MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from London, ex. S.S. *Tigre* from Bordeaux as S.S. *Ville de Lille*, in connection with the above, Name of Consignee, and Address, excepting Opium, Treasure, and Valuables, are being landed and stored at their risks at the Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless instructions are received from the Consignee before 3 P.M. To-DAY (TUESDAY), requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining undelivered after SATURDAY, the 11th inst., at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before SATURDAY, the 11th inst., or they will not be examined.

All Damaged Packages will be examined on TUESDAY, the 14th inst., at 3 P.M.

No Fire Insurance has been effected.

C. TOUENAIRE,

Acting Agent.

Hongkong, 4th May, 1895. 12

## NORDDEUTSCHER LLOYD.

## NOTICE TO CONSIGNEES.

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 8th inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and notice of same given to the Undersigned, when a representative of this Office will attend to examine them at 10 A.M. on the 4th inst. and at 10 A.M. on the 11th inst. after which no claim will be recognized.

ALF. WOOLLEY,

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Hongkong, 1st May, 1895. 11

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamship

## "INDISI."

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, whence delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 8th inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and notice of same given to the Undersigned, when a representative of this Office will attend to examine them at 10 A.M. on the 4th inst. and at 10 A.M. on the 11th inst. after which no claim will be recognized.

ALF. WOOLLEY,

Acting Superintendent

Hongkong, 1st May, 1895. 11

## FROM HAMBURG, PENANG, AND SINGAPORE.

## THE Steamship

## "KRIMSHILL."

Captain Flock, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional cargo will be forwarded unless notice to the contrary is given before 4 P.M. To-DAY.

Consignee's bill of lading will be delivered to the Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited and stored at Consignee's risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, whence they will be examined on the 9th inst. at 3 P.M.

No Fire Insurance has been effected.

SIEMSEN &amp; Co., Agents.

Hongkong, 2nd May, 1895. 1967

## "BEN" LINE OF STEAMERS.

## S.S. "BENLOMOND"

FROM LEITH, ANTWERP, AND LONDON.

## CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company at Kowloon, whence and/or from the Wharves delivered to the Undersigned.

Optional cargo will be forwarded unless notice to the contrary is given before 2 P.M. To-DAY.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 11th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, whence they will be examined on the 10th inst. at 2 P.M.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by GIBE, LIVINGSTON &amp; Co., Agents.

Hongkong, 2nd May, 1895. 1968

## "SHIRE" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

## S.S. "ETON,"

FROM ANTWERP, LONDON, AND STRAITS.

## CONSIGNEES of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company at Kowloon, whence and/or from the Wharves delivered to the Undersigned.

Optional cargo will be delivered to the Undersigned on or before the 11th inst. or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns, whence they will be examined on the 10th inst. at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL, CARLILL &amp; Co., Agents.

Hongkong, 3rd May, 1895. 1835

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamship

## "ROHIL."

FROM BOMBAY, GOA, OMBO AND STRAITS.

## CONSIGNEES of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company at Kowloon, whence and/or from the Wharves delivered to the Undersigned.

Optional cargo will be delivered to the Undersigned on or before the 11th inst. or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns, whence they will be examined on the 10th inst. at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL, CARLILL &amp; Co., Agents.

Hongkong, 3rd May, 1895. 1835

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamship

## "135."

FROM ANTWERP, LONDON, AND STRAITS.

## CONSIGNEES of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company at Kowloon, whence and/or from the Wharves delivered to the Undersigned.

Optional cargo will be delivered to the Undersigned on or before the 11th inst. or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns, whence they will be examined on the 10th inst. at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL, CARLILL &amp; Co., Agents.

Hongkong, 3rd May, 1895. 1835

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamship

## "135 FATHOMS OF NEW STUD LINK."

FROM ANTWERP, LONDON, AND STRAITS.

## CONSIGNEES of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company at Kowloon, whence and/or from the Wharves delivered to the Undersigned.

Optional cargo will be delivered to the Undersigned on or before the 11th inst. or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns, whence they will be examined on the 10th inst. at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL, CARLILL &amp; Co., Agents.

Hongkong, 3rd May, 1895. 1835

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamship

## "135 FATHOMS OF NEW STUD LINK."

FROM ANTWERP, LONDON, AND STRAITS.

## CONSIGNEES of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company at Kowloon, whence and/or from the Wharves delivered to the Undersigned.

Optional cargo will be delivered to the Undersigned on or before the 11th inst. or they will not be recognized.

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